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DAVE COLLOGAN/EDITOR
KATHRYN BLEDSOE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

NTSB CONCLUDES HEARING INTO PBA BANDEIRANTE CRASH

National Transportation Safety Board concluded its public hearing last Thursday into the fatal crash of an Embraer Bandeirante last December with authorities still attempting to determine what triggered the accident sequence. NTSB heard testimony from 20 witnesses, but there appeared to be no obvious reason for the separation of part of the aircraft's tail section shortly after takeoff from Jacksonville, Fla. *(BA, July 15/17).*

Dr. Peter Chang, a structural engineer from the University of Maryland, testified during the hearing he believes "the failure load was probably caused by dynamic instability . . . caused by flutter," but it could not be determined what the cause of the flutter was. He ruled out the possibility that the problem resulted from resonance vibration. Walter Bartels, who performed a series of post-accident tests for Embraer, said that to recreate a situation that would result in separation of the forward stabilizer attach fitting similar to that which occurred in the PBA accident it was necessary to apply upward forces on the left side of the stabilizer while simultaneously applying downward forces on the right side. He said that during the tests failure occurred at nearly three times normal operating loads.

NTSB officials, who earlier said the PBA crash is "the toughest investigation we've had in 20 years," have pursued several different avenues in attempting to determine the cause of the accident. These include the possibility the aircraft's tail was damaged in a ground strike prior to the accident, a runaway trim tab problem or the possibility that an elevator control rod was at fault. A broken elevator control rod was found in the wreckage and authorities now believe it broke in flight. When the damage occurred, however—before or after the stabilizer separated from the aircraft—is still not clear *(see related items on Page 54).*

CONGRESSMEN QUESTION ADEQUACY OF FAA CARRIER INSPECTIONS

Two members of Congress have written to FAA Administrator Donald Engen criticizing the agency's air carrier inspection procedures and noting that different carriers receive widely varying numbers of inspections. Rep. William Lehman (D-Fla.) and Norman Mineta (D-Calif.), referring to a survey by the General Accounting Office (GAO Report No. GAO/RCED 85-157), said data available indicates "that some carriers are falling through the cracks with respect to the FAA safety inspection system. Moreover, there does not appear to be a systematic program for ensuring that all of our nation's air carriers are operated and maintained in compliance with safety standards and regulations," adding that the information suggests "that FAA, with its present level of staffing, may not have the resources necessary to ensure that all air carriers are being operated safely." As an example of the disparity in number of inspections between carriers, the Congressmen said Flying Tiger, with 90,000 operating hours and 45 aircraft, received no avionics maintenance records inspections, while Ransome, with 21,000 hours and nine aircraft, had 71 such inspections.

VAN DUSEN FIGHTING TAKEOVER ATTEMPT BY NEW YORK FIRM

A federal district court in Minneapolis Friday began hearing arguments in a dispute over control of Van Dusen Air Inc., the Minneapolis-based FBO chain. A New York investment firm, Miller Tabak Hirsch & Co.,

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JULY UNIT SHIPMENTS

		July 85	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB9	Tampico	*	2
TB10	Tobago	*	7
TB20	Trinidad	*	19
TB21	Trinidad TC	*	0
R110		*	2
R180		*	0
R235		*	0
TOTAL		*	30
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-77	Skipper	0	0
BE-C23	Sundowner	0	1
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	4	14
BE-A36	Bonanza	7	53
BE-V35B	Bonanza	0	0
BE-B36TC	Bonanza	2	12
• Multi-Engine			
BE-B55	Baron	0	0
BE-E55	Baron	0	1
BE-58	Baron	4	16
BE-58TC	Baron	1	1
BE-58P	Baron	2	6
BE-76	Duchess	1	4
BE-B60	Duke	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	8	22
BE-F90-1	King Air	0	3
BE-B100	King Air	0	0
BE-200	Super King Air	8	20
BE-200C	Super King Air	0	3
BE-300	Super King Air	9	27
BE-200T	Super King Air	0	0
BE-1900C	Commuter	1	10
TOTAL		47	193
Manufacturers net billing – $49,879,206.57			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	3	18
HS-748		0	3
BAe 146-100		0	4
BAe 146-200		0	5
HS-125-800	Model A	1	11
HS-125-800	Model B	0	2
TOTAL		4	43
PILATUS BRITTEN-NORMAN LTD.			
• Multi-Engine			
BN-2	Islander	*	6
BN-2T	Islander	*	0
Mark III	Trislander	*	0
TOTAL		*	6
CANADAIR LTD.			
• Multi-Engine			
CL-600	Challenger	0	0
CL-601	Challenger	1	3
TOTAL		1	3
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		11	65
CE-A152	Aerobat	0	3
CE-172	Skyhawk	10	111
CE-172	Cutlass	3	5
CE-172RG	Cutlass	0	7
CE-182	Skylane	7	43
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	4	10
CE-182RG	Turbo Skylane RG	1	3
CE-185	Skywagon	2	14
CE-U206	Stationair 6	4	27
CE-TU206	Turbo Stationair 6	2	19
CE-207	Stationair 8	0	0
CE-TU207	Turbo Stationair 8	0	0
CE-210	Centurion	2	6
CE-T210	Turbo Centurion	9	26
CE-P210	Pressurized Centurion	2	12
CE-188	AgHusky	0	0
CE-188	AgTruck	0	0
• Multi-Engine			
CE-303	Crusader	5	10
CE-335		0	0
CE-340		1	5
CE-402		1	7
CE-404	Titan	0	0
CE-414	Chancellor	2	2
CE-421	Golden Eagle	0	0
CE-208	Caravan I	9	32
CE-425	Conquest I	0	12
CE-441	Conquest II	0	10
CE-500	Citation I	0	6
CE-550S/II	Citation II	6	31
CE-650	Citation III	3	15
CESSNA/REIMS AVIATION			
• Single-Engine			
CE-F152		1	2
CE-F152	Aerobat	0	2
CE-F172	Skyhawk	1	1
CE-FR172	Hawk XP	0	0
CE-F182	Skylane	0	0
CE-F182RG	Skylane RG	0	0
TOTAL		86	492
Manufacturers net billing – $49,526,125			
AVIONS MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	*	0
AD-My.20	Falcon	*	1
AD-My.200	Falcon	*	6
AD-My.50	Falcon	*	6
TOTAL		*	13
DEHAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5		0	0
DHC-6	Twin Otter	2	12
DHC-7		0	4
DHC-8		1	5
TOTAL		3	21
EMBRAER			
• Single-Engine			
EMB-200		0	0
EMB-201	Ipanema	5	16
EMB-710	Carioca (PA-28-235 Dakota)	0	2
EMB-711	Corisco (PA-28RT-201 Arrow)	3	8
EMB-712	Tupi (PA-28-181 Archer II)	0	3
EMB-720	Minuano (PA-32-310 Seratoga)	1	3
EMB-721	Sertanejo (PA-32R-301 Seratoga)	0	4
• Multi-Engine			
EMB-110	Bandeirante	0	7
EMB-121	Xingu	0	2
EMB-810D	Seneca II	6	24
EMB-820	Chieftain	0	1
TOTAL		15	70
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		1	2
Fairchild 30		0	0
Merlin IV-C		0	1
Metro III		0	3
Expediter		0	4
TOTAL		1	10
GATES-LEARJET			
• Multi-Engine			
LR-25D		0	1
LR-29		0	0
LR-35A		0	7
LR-36A		0	0
LR-55		0	5
TOTAL		0	13

		July 85	Cal. Year
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	2	12
AE-840	Turbo Commander	1	1
AE-900	Commander 900	0	2
AE-980		0	0
AE-1000		7	21
TOTAL		10	36
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	*
1124A	Westwind 2	*	*
TOTAL		*	*
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		2	6
LA-250	Renegade	3	10
TOTAL		5	16
MAULE AIR INC.			
• Single-Engine			
M-5-180C		6	22
M-5-200		0	0
M-5-235C	Lunar Rocket	0	1
M-6-235		0	3
M-7-180		1	7
M-7-235	Super Rocket	0	6
MX-7-235		1	8
TOTAL		8	49
Manufacturers net billing – $321,476			
MITSUBISHI			
• Multi-Engine			
Solitaire		0	0
Marquise		0	1
Diamond		0	2
Diamond II		0	1
TOTAL		0	4

		July 85	Cal. Year
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	2	21
M-20K	231	1	24
TOTAL		3	45
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	9	48
PA-28-181	Archer II	5	55
PA-28-236	Dakota	5	13
PA-28RT-201T	Turbo Arrow IV	0	12
PA-32-301	Saratoga	3	19
PA-32R-301	Saratoga SP	1	7
PA-32R-301T	Turbo Saratoga SP	2	12
PA-46-310P	Malibu	5	62
• Multi-Engine			
PA-31-350	Chieftain	0	6
PA-31P-350	Mojave	0	12
PA-31-500	Cheyenne I	0	1
PA-31-500	Cheyenne IA	0	2
PA-42-720	Cheyenne IIIA	0	4
PA-42-400LS	Cheyenne	1	13
PA-34-220T	Seneca III	6	35
PA-44-180	Seminole	0	12
PA-44-180T	Turbo Seminole	0	5
PA-700P	Aerostar	0	7
PA-T1020		0	0
PA-T1040		0	1
TOTAL		37	324
Manufacturers net billing – $6,099,623			
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	1
SD-3-60		3	10
TOTAL		3	11
	SINGLE-ENGINE	127	838
	MULTI-ENGINE	96	515
	GRAND TOTAL	223	1,353

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	July			Calendar Year to Date		
	1985	1984	1983	1985	1984	1983
Aerospatiale	*	*	*	30	*	*
Beech	47	31	28	193	247	238
British Aerospace	4	5	1	43	29	8
Britten Norman	*	2	2	6	8	8
Canadair	1	2	*	3	11	*
Cessna	86	48	100	492	421	724
Dassault	*	*	*	13	13	18
DeHavilland	3	1	2	21	15	9
Embraer	15	13	5	70	61	46
Fairchild	1	2	*	10	12	7
Gates	0	1	2	13	12	19
Gulfstream	10	1	4	10	26	31
Israel	*	2	1	*	6	5
Lake	5	1	1	16	17	14
Maule Aircraft Inc.	8	3	5	49	29	28
Mitsubishi	0	0	*	4	10	20
Mooney	3	13	10	45	71	79
Piper	37	39	45	324	375	401
Short	3	3	3	11	23	20
TOTAL	223	211	344	1,353	1,389	1,675

* Figures not available.